

# Key Strategies

Key *Strategies* are projects, activities, or policies that affect more than one of the elements covered by our Neighborhood Plan: Parks and Open Space, Transportation, Housing and Land-Use, Business District, Community and Culture, and Public Safety. As each subcommittee worked within its own topical area, it became apparent that Morgan did have recurring issues that lent themselves to being combined into integrated strategies. As goals, policies, and recommendations were drafted to reflect the various topical issues, the Planning Committee selected those recommendations that could be presented to the City as Key Strategies for Morgan Junction.

Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision of the future. While the Key Strategies are high priorities **for the neighborhood, they are also part of a 20-year plan, so** the specific activities within each Key Strategy may be implemented over the span of many years. The Morgan Junction Neighborhood Plan contains two Key Strategies:

- The "Green Crescent"
- Fauntleroy Way Pedestrian Safety and Landscaping improvements

Each Key Strategy is discussed in the pages that follow. This section is followed by presentations of the goals, policies, and recommendations for each of the individual plan elements.

**It is important to remember that these are *recommendations*, and not detailed plans. As the details of projects and specific recommendations are developed in the future, the community will have a better opportunity to visualize them and participate in their development. MoCA is committed to open and inclusive community involvement.**

# Key Strategy

## The “Green Crescent”

The Morgan Planning area and Urban Village do not meet the goals for a residential urban village set forth in the 1994 Seattle Comprehensive Plan and 1993 Parks and Recreation Comprehensive Plan. These goals stipulate a minimum of 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or village commons, and a community garden. Thus it was a high priority of the Parks and Open Space Committee to meet these goals by developing a strategy to provide additional “Breathing Room” in the Morgan Junction neighborhood, particularly in the business district and in residential areas where open space is lacking.

While currently there are no parks within the original proposed Urban Village Boundary, due to its topography, the larger Morgan Junction Planning Area contains several valuable areas of natural, and mostly undeveloped land, some of which maybe considered open space. To further open space linkage, the parks and open space committee researched and created a detailed matrix of city-owned rights-of-way, open spaces, substations and other publicly-owned properties. With this matrix and planning area maps in hand, several walking and driving tours were conducted during the Phase II planning process. The group explored the supply of existing natural open spaces and parks surrounding the community, including Pelly Place, Lowman Beach Park, Lincoln Park and Lincoln Park Annex, Orchard Street Ravine and the Myrtle Street Reservoir area, and looked for other potential areas the neighborhood might hold as open space, such as Eddy Street Ravine. From this information base, the Parks Committee developed goals, policies and recommendations to meet or exceed the standards of the Comprehensive Plan and to provide a framework to enhance and better utilize our neighborhood resources and opportunities. Key discoveries and ideas that developed during Phase II planning are described in detail on the Parks and Open Space section on page 44.

By unifying and enhancing existing green space elements and reclaiming underutilized portions of currently used street rights of way, open space and trail opportunities can be linked to create a network of pedestrian links throughout the neighborhood. Unused street rights-of-way, such as the Eddy Street Ravine, may not be available for park and/or trail development. This strategy, which has been identified as one of two Key Integrated Strategies in the Morgan Junction Neighborhood Plan, would involve implementation of several Parks and Open Space recommendations and result in a “Green Crescent” of parks, open space, trails and green street. The over-riding concept of the Green Crescent will provide a focus for planning and prioritization of the many park, open space and trail opportunities that exist within the community. More details on the Green Crescent, the specific recommendations that it contains, and the goals and policies that support these recommendations can be found in the Parks and Open Space section beginning on page 44.

The Key recommendations in the Green Crescent are listed below

#### Key Recommendations

- Develop a "Green Crescent" that would run from the Reservoir park at 35th Ave SW and SW Myrtle St., through the SW Orchard Street Ravine, to the Lincoln Park Annex, through the Pelly Place/Lowman Beach Park area, and potentially up through the SW Eddy St. Ravine, or alternative green link, into the center of the Morgan Junction business district. Development of each element of the "Green Crescent" should be preceded by a feasibility study which would assess environmental impacts to sensitive ecosystems, slope stability, adjacent and surrounding property **owner** concerns, maintenance, safety, funding and legal implications, as applicable,
- Acquire the Seattle City Light substation on Morgan Street for possible future park/plaza space and/or reconfiguration of street intersections in order to support the Green Crescent while at the same time improving traffic flow and pedestrian safety.
- Preserve the Eddy Street Ravine as a natural ecosystem. In consideration of any future enhancements of the ravine, balance the sensitivity of the Eddy Street Ravine ecosystem and impacts on neighboring residents with public access via the "Green Crescent",
- Utilize the Eddy Street right-of-way, where it meets California Avenue SW, to create a pocket park in the business district and create a natural separation between the pocket park and the SW Eddy Street ravine. In the event of future enhancements of the ravine, redesign of the buffer may be needed.
- Encourage the maintenance and restoration of native habitat and species in existing open space sites, including Pelly Place, SW Orchard Street Ravine and the Lincoln Park Annex as well as other areas such as SW Eddy Street Ravine. Sponsor programs to increase awareness of property owners of the native habitat and species and actions they can take to maintain them.
- Develop a community garden, potentially located at the Lincoln Park Annex,
- Redevelop and renovate the Lincoln Park Annex with a panoramic viewpoint and picnic area, natural terraced seating on the existing slope and interpretive signage.
- Improve the SW Orchard Street Ravine by restoring native plant and wildlife habitat, constructing a neighborhood trail and stairways, and installing interpretive or educational signage.
- When the open reservoir at 35<sup>th</sup> Ave SW and SW Myrtle St. is covered; move the security fencing closer to the reservoir and create usable open space for family-oriented activities,
- **Create neighborhood trails maps and install effective signage to highlight the "Green Crescent" route and other greenlinks.**
- Study the ecological, geotechnical and economic feasibility of recreating the historic salmon stream within the SW Eddy Street Ravine.

Community Response: (the following was written and submitted by the Eddy Street Ravine Preservation Alliance)

*"There was significant community opposition to the SW Eddy Street Ravine being referenced as an integral part of the Plan's proposed Green Crescent. Approximately 186 homeowner stakeholders signed a petition, which was submitted to MOCA. This petition requested MOCA exclude the Eddy Street Ravine from development as a proposed pocket park and trail. Further, the petition requested MOCA exclude the ravine from the Green Crescent Strategy.*

*The Eddy Street Ravine is privately owned property, with an old street easement at the very bottom of the ravine. The Draft Plan erroneously categorized this ravine as public open space, and referred to this ravine as if it were a designated park and open space within the proposed Green Crescent. The Plan also included development of the ravine as part of a Green Crescent key strategy without any attempt to involve at the planning stages directly impacted homeowners living in and around the ravine.*

*In mid-1996, a homeowner suggested to the Parks and Open Space Planning Committee that, if the ravine were included in the Plan, homeowners living on the ravine should be involved at the planning stage. Although MOCA representatives concurred this was a good idea, MOCA made no special outreach to homeowners along the ravine. At a September, 1998 public meeting, homeowner stakeholders raised opposition to inclusion of the Eddy Street Ravine in the Green Crescent and Parks and Open Space proposals. On November 28, 1998, MOCA received a petition with 135 signatures from the Eddy Street Ravine Preservation Alliance opposing inclusion of the SW Eddy Street Ravine in the Plan as part of a proposed Green Crescent. On January 11, 1999, petitioners provided MOCA an additional 51 signatures opposing development of the ravine. The petition requested MOCA eliminate the proposals of a pocket park and public trail through the SW Eddy Street Ravine as part of the proposed Green Crescent. The Petition detailed four specific reasons for excluding the Eddy Street Ravine from the Parks and Open Space and Green Crescent Key Strategies as defined in the draft Plan:*

*+ Impacts on the fragile ecosystem, including destruction of an existing wetland and wildlife habitat;*

*+ Slope stability impacts in the ravine, which is designated as a potential slide area by the City of Seattle, and the attendant risk of liability to the public and adjoining property owners as well as public safety concerns related to landslides;*

*+ Security of properties abutting the ravine and the potential for the ravine being a haven for transients, delinquents, disenfranchised and drug and alcohol abusers;*

*+ Impacts on privacy and property values.*

*On Wednesday January 6, 1999 a meeting was held between the Planning Committee and representatives of the petition signers, which had grown to 186 signatures.*

*On January 9, 1999 MOCA responded that the administrative committee reaffirmed the need to keep the SW Eddy Street Ravine in the Neighborhood Plan. MOCA, with the City liaison present, advised Petitioners that they were not amenable to deleting the Ravine from the Parks and Open Space and Green Crescent strategy as set out in the draft Plan. Due to a City*

*imposed deadline for MOCA's submittal of the plan to the City of Seattle, revisions to the draft Plan were required by Monday, January 11, 1999.*

*On Monday January 11, 1999, representatives of the petition signers met with representatives of the MOCA Planning Committee. The petitioner representatives submitted revisions to the draft Plan. Petitioners also communicated the following concerns regarding the MOCA process:*

*+ Lack of outreach to directly affected homeowners on or adjacent to the SW Eddy Street Ravine and other identified pads and open spaces proposed as part of the Green Crescent during earlier stages of the neighborhood planning process..*

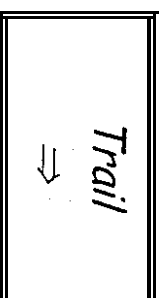
*+ Characterization of the Ravine as an "open space" versus a street right of way and non-distinction of private versus public property in public documents.*

*+ Potentially flawed procedures for gathering, evaluating, and analyzing data, including appearance of unfairness, which Petitioners felt undermined the planning process.*

*+ Potentially incorrect tallying of the validation ballots, where the parks and open space proposal appears to have failed to pass validation.*

*Without waiving any rights, and "under protest," representatives of the Petition negotiated certain revisions to the Draft plan regarding the SW Eddy Street Ravine. The "gist" of the revisions: a) clarify that Eddy Street Ravine is neither public nor a designated open space; b) require feasibility studies and environmental impact assessments be done before any further planning or implementation in developing the ravine as an open space, trail or salmon stream; c) require a buffer between a proposed pocket park and the ravine, and d) require specific contact with potentially affected homeowners in and around this ravine (or any other park or open space) identified in the Green Crescent strategy*

*Petitioners did not have an opportunity to comment on or negotiate certain changes that were added to the draft Plan recommendations in Parks and Open Space after the January 11, 1999 meeting: i.e., develop a green space at Holly Place SW intersection with Fauntleroy Way SW end 45<sup>th</sup> Avenue SW. Petitioners were under the impression that 45<sup>th</sup> Avenue SW was not part of this green space proposal. Any potential creation of a green space at this (or any other recommended location) should require a feasibility study/environmental impact assessment and direct outreach to all neighbors in the immediate vicinity of such planned greenspace."*



Create neighborhood trails map and signage

Create usable open space at Myrtle Street reservoir.

Restore native habitat in Orchard Street ravine

Construct neighborhood trail and stairway in Orchard Street ravine

Acquire substation for community plaza

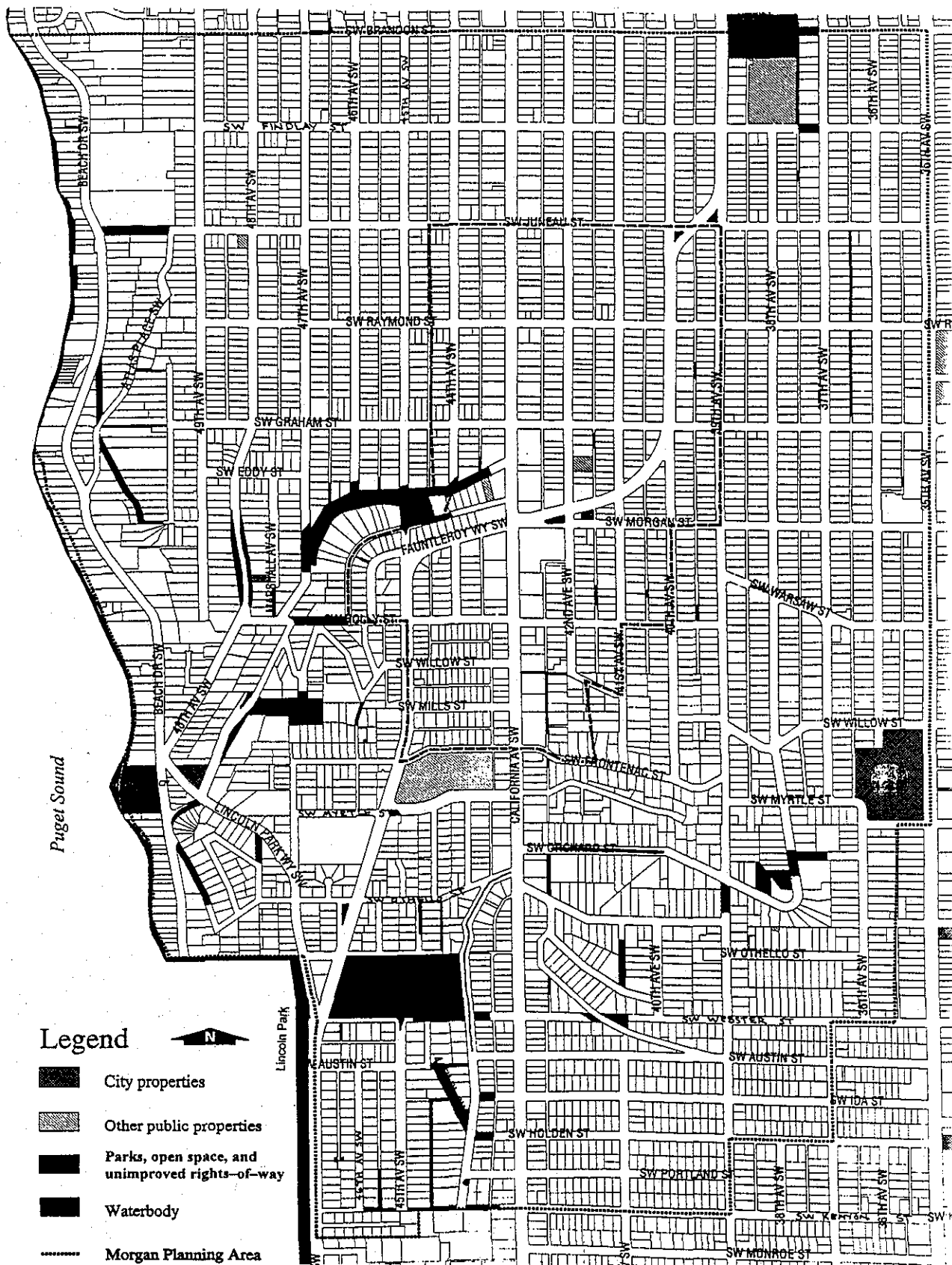
Potential pocket park at SW Eddy Street right-of-way and California Avenue SW

Maintain and restore native habitat at Pelly Place and Eddy Street ravine

Redevelop and renovate Lincoln Park Annex, including possible P-Patch



Foundation of the Green Crescent:  
Existing Parks and Unimproved Rights-of-Way



**City's proposed urban** village boundary

# Key Strategy

## Fauntleroy Way SW Pedestrian Safety and Landscaping Improvements

Fauntleroy Way SW is one of the main arterials serving West Seattle and Vashon Island. Because Fauntleroy Way serves the Washington State Ferry terminal at Fauntleroy Cove, traffic volumes can be heavy with through-traffic, creating significant obstacles for neighborhood residents wishing to cross the arterial. Our neighborhood strongly supports maintaining current roadway capacity levels,

As it meanders through the Morgan Junction neighborhood from southwest to northeast, the Fauntleroy Way right-of-way cuts across the original street grid, leaving triangular remnants of street right-of-way in a number of locations. These triangular remnants provide opportunities for beautifying the corridor with landscaping. South of California Ave. SW, Fauntleroy Way SW has a three-lane cross-section - with one travel lane each direction and a center two-way left turn lane. North California Ave. SW, Fauntleroy Way SW has two lanes in each direction. There is only one traffic signal (at California Ave. SW) the entire segment of Fauntleroy Way SW from the ferry terminal to the West Seattle Junction commercial area. The combination of skewed streets, wide roadway width, and unbroken traffic platoons contribute in making pedestrian and vehicular movement across Fauntleroy Way SW difficult and dangerous. The Fauntleroy Way SW Improvement strategy is a combination of actions intended to both take advantage of opportunities for aesthetic enhancement and improve vehicle and pedestrian safety and accessibility for neighborhood vehicular and pedestrian traffic. A study is proposed that would evaluate the strategy and verify community and City (SEATrans) support.

It is important to note that in the plan development and validation process, our neighborhood looked at the idea of extending the existing Fauntleroy Way SW lane configuration west of California Avenue SW (one lane each direction) through the Morgan Junction Neighborhood as a means to improve safety, accessibility, and aesthetics. At the validation process, this idea was met with strong concern that roadway capacity could be compromised and traffic congestion could occur.

### Key Recommendations

- Evaluate the Fauntleroy Way SW corridor for opportunities to improve vehicle, bicycle and pedestrian safety, accessibility, traffic flow, and provide aesthetic landscaping improvements that maintain and improve existing traffic flow.
  - Analyze traffic volumes (existing and future), delay times, travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes
  - Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals in appropriate locations,



- . Redesign Fauntleroy Way SW / California Ave SW intersection for improve neighborhood traffic circulation.
- Reconfigure and channel “non-standard” Fauntleroy Way SW intersections; landscape unused street right-of-way and islands at the following locations:
  - 40th Ave SW/ SW Juneau St./39th Avenue SW
  - . “45th Ave SW/Holly Place SW
  - . Lincoln Park Drive SW

In order to mitigate current traffic circulation and pedestrian safety problems at the intersection of 42nd, Fauntleroy, and Morgan, assess the feasibility of reconfiguring the intersection. Prepare a traffic study to determine the positive and negative transportation and safety impacts of the development of a pedestrian “plaza” in the triangle bordered by 42nd Avenue SW, SW Morgan Street, and Fauntleroy Way SW. The study should examine the following impacts:

- . The impacts resulting from the possible re-alignment of SW Morgan Street between Fauntleroy Way SW and 42nd Avenue SW, especially the effect on adjacent residential streets, operations of the Fauntleroy Way SW/California Ave. SW intersection, and pedestrian safety.
  - Consider installing a traffic signal at Fauntleroy Way SW/42nd Avenue SW intersection
  - Revising 42nd Avenue SW street alignment to provide a better connection between Fauntleroy Way and SW Morgan Street (to/from the east).
  - Improving **bus stops and pedestrian crossings at and around the plaza.**
- Pending results of a traffic study (see above) design and develop Fauntleroy Way SW improvements including appropriate landscaping and street trees.
- Develop a landscaped entryway in the existing triangles on either side of Fauntleroy Way SW at SW Juneau Street. Study other locations for neighborhood gateway improvements.
- . Develop green space at the intersection of SW Holly Place SW, Fauntleroy Way SW and 45 Ave. SW.
- Pending results of a traffic study (see above) develop a community plaza at the intersection of Fauntleroy Way SW and SW Morgan Street, In addition to landscaping, other features the plaza might include are an improved bus stop, shelter with cafe-style tables and benches, a community bulletin board, public art and, potentially, a fountain.